

Sugar Land Pedestrian and Bicycle Master Plan

A Vision for the Future of Walking and Biking in Sugar Land!



Task Force Presentation and Discussion – Meeting #4 October 22, 2012



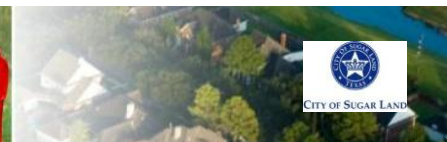
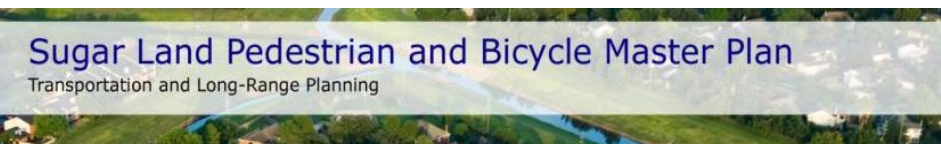
Presentation Agenda

- 1. Recap - Facility Recommendations**
- 2. Town Center Pedestrian and Bicycle Plan Update**
- 3. Review of Barriers Recommendations**
- 4. Review of Potential Facility Costs**
- 5. Prioritization Criteria**
- 6. Review – Draft Prioritization of Facilities**
- 7. Next Steps**



Guidance from Task Force

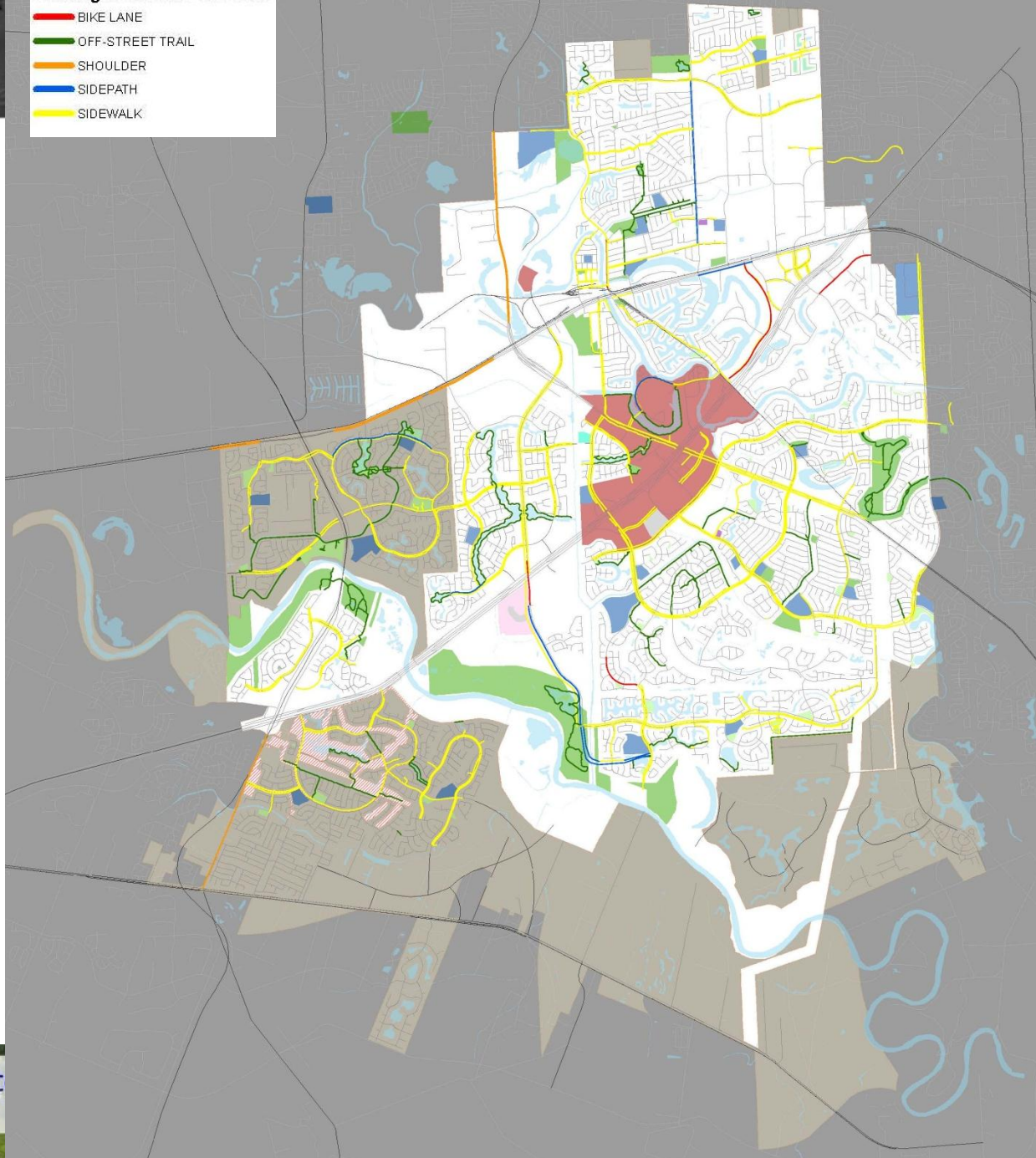
- Confirm facility recommendations and map



Existing Facilities in Sugar Land Today

Existing Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK



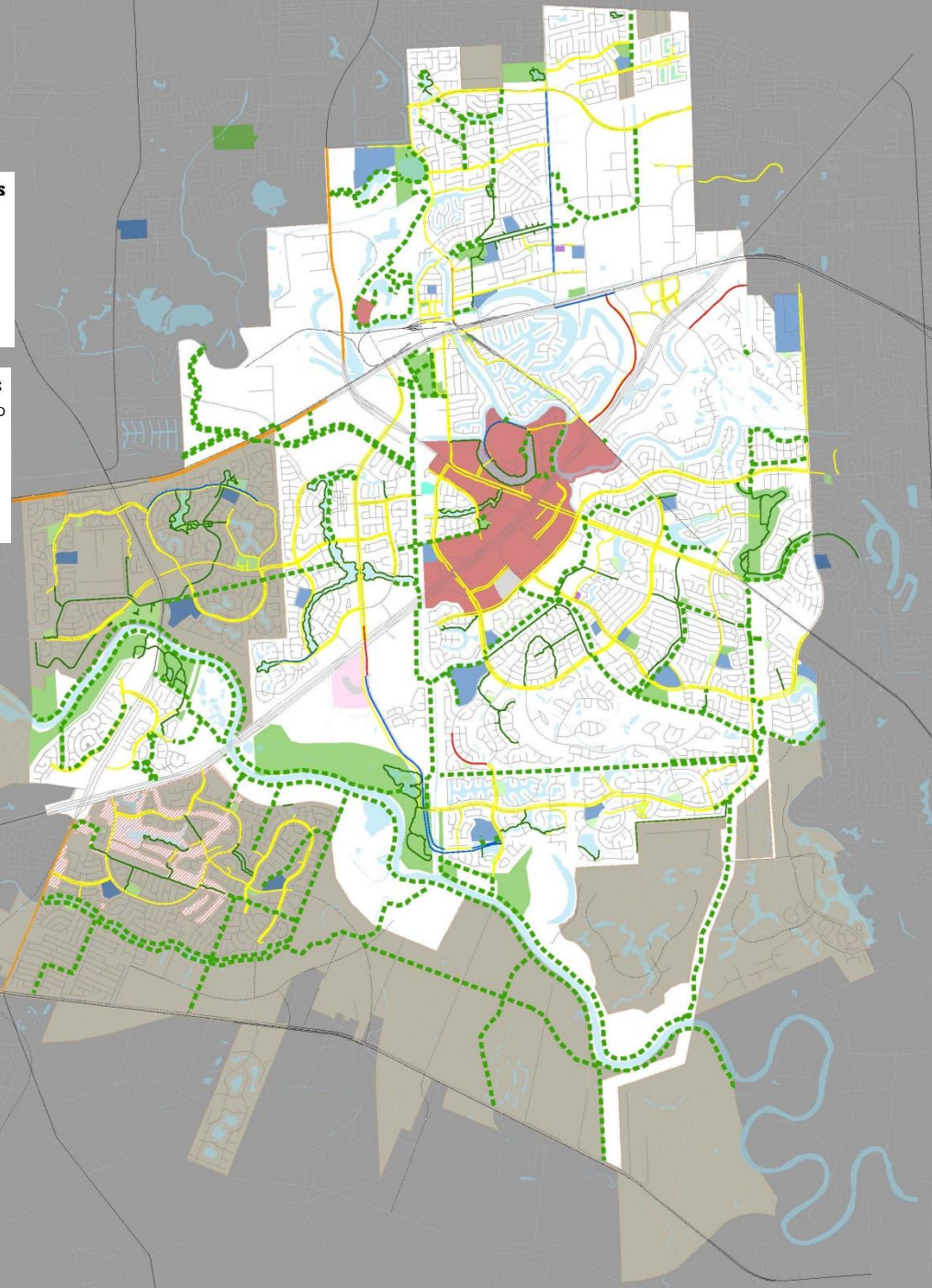
Proposed Off-Street Shared Use Paths (Trails)

Existing Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK

Proposed Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK
- BUFFERED





Proposed Sidepaths

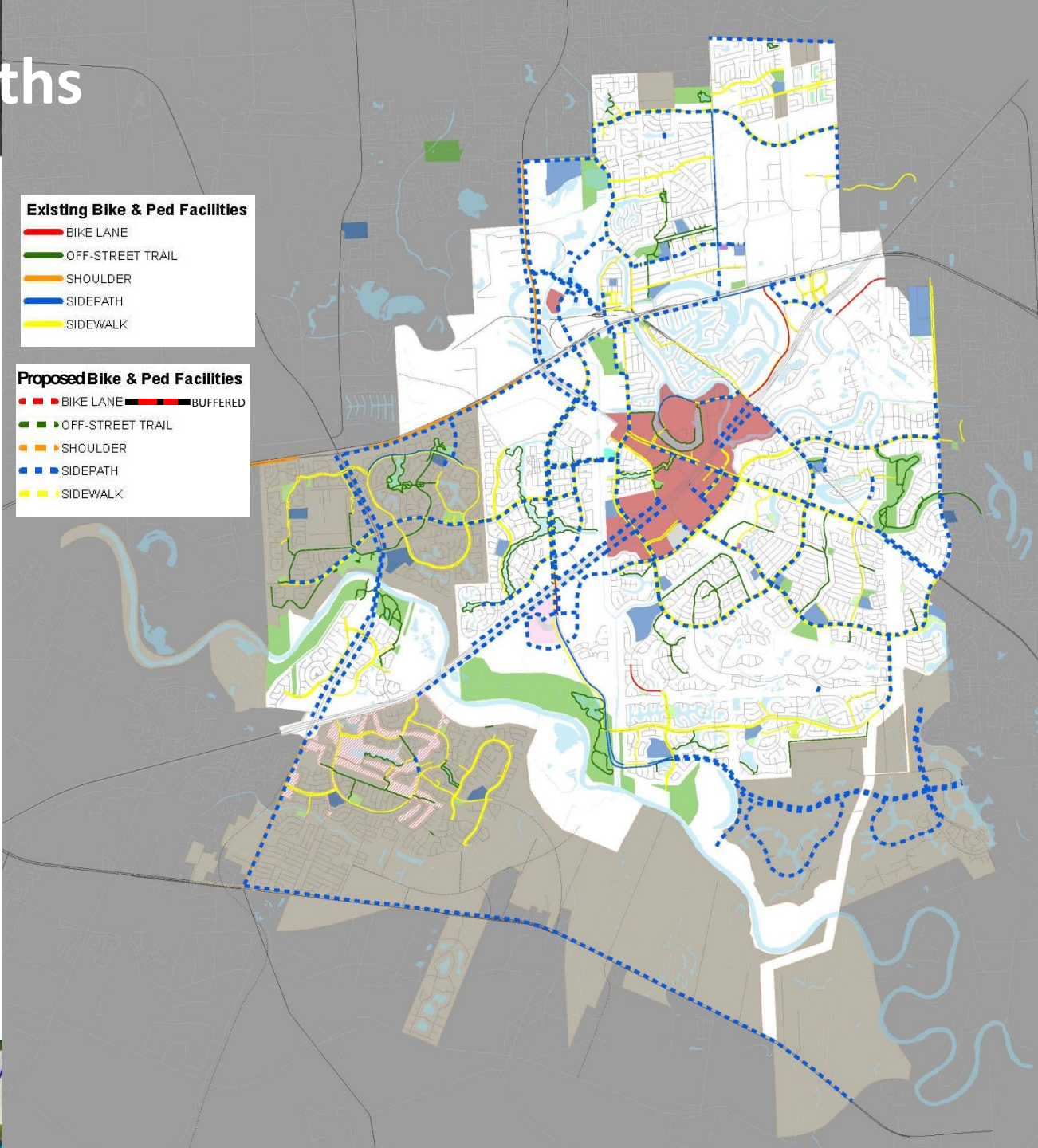
Existing Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
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Proposed Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK

BUFFERED



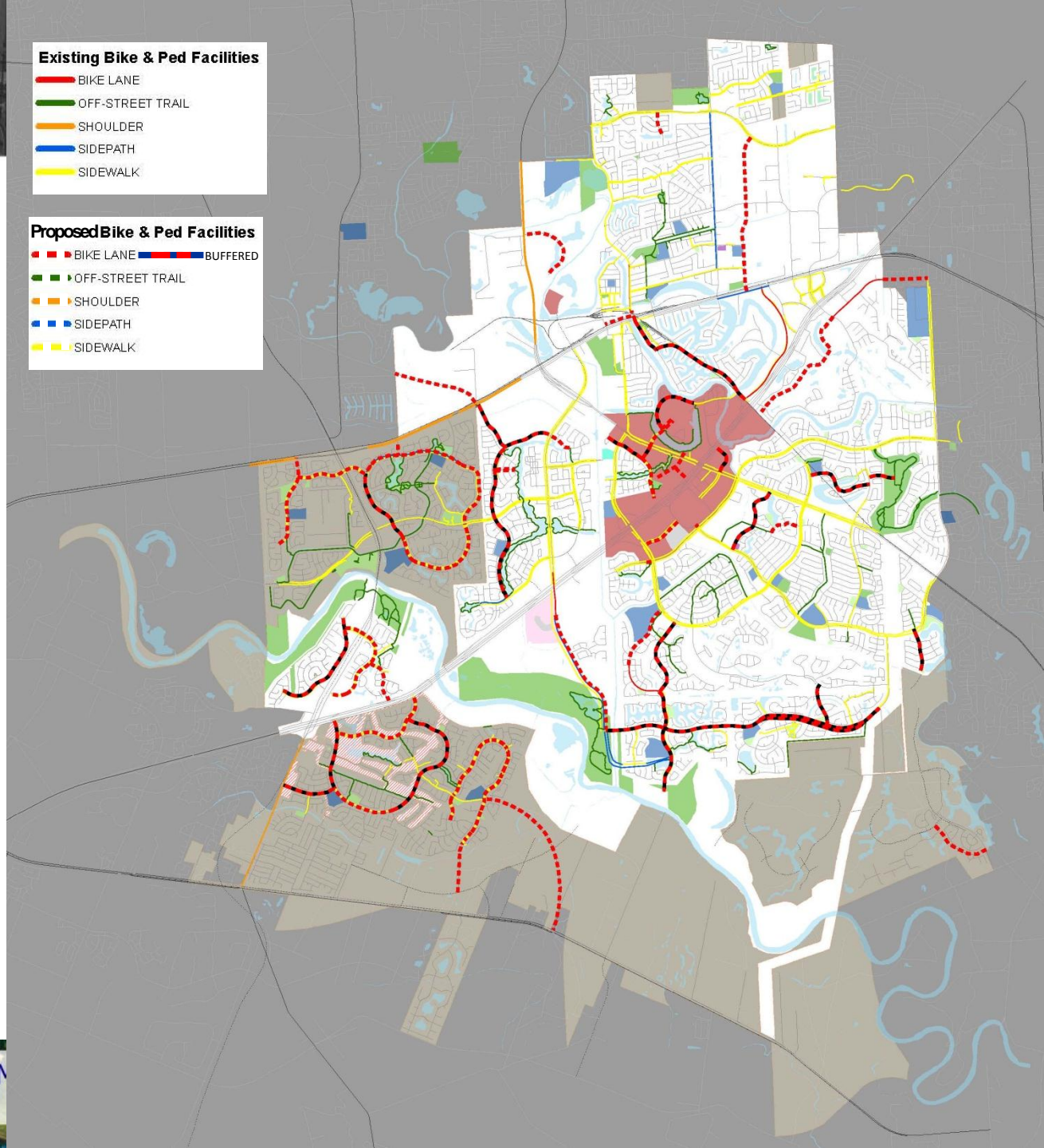
Proposed Bicycle Lanes

Existing Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK

Proposed Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK
- BUFFERED





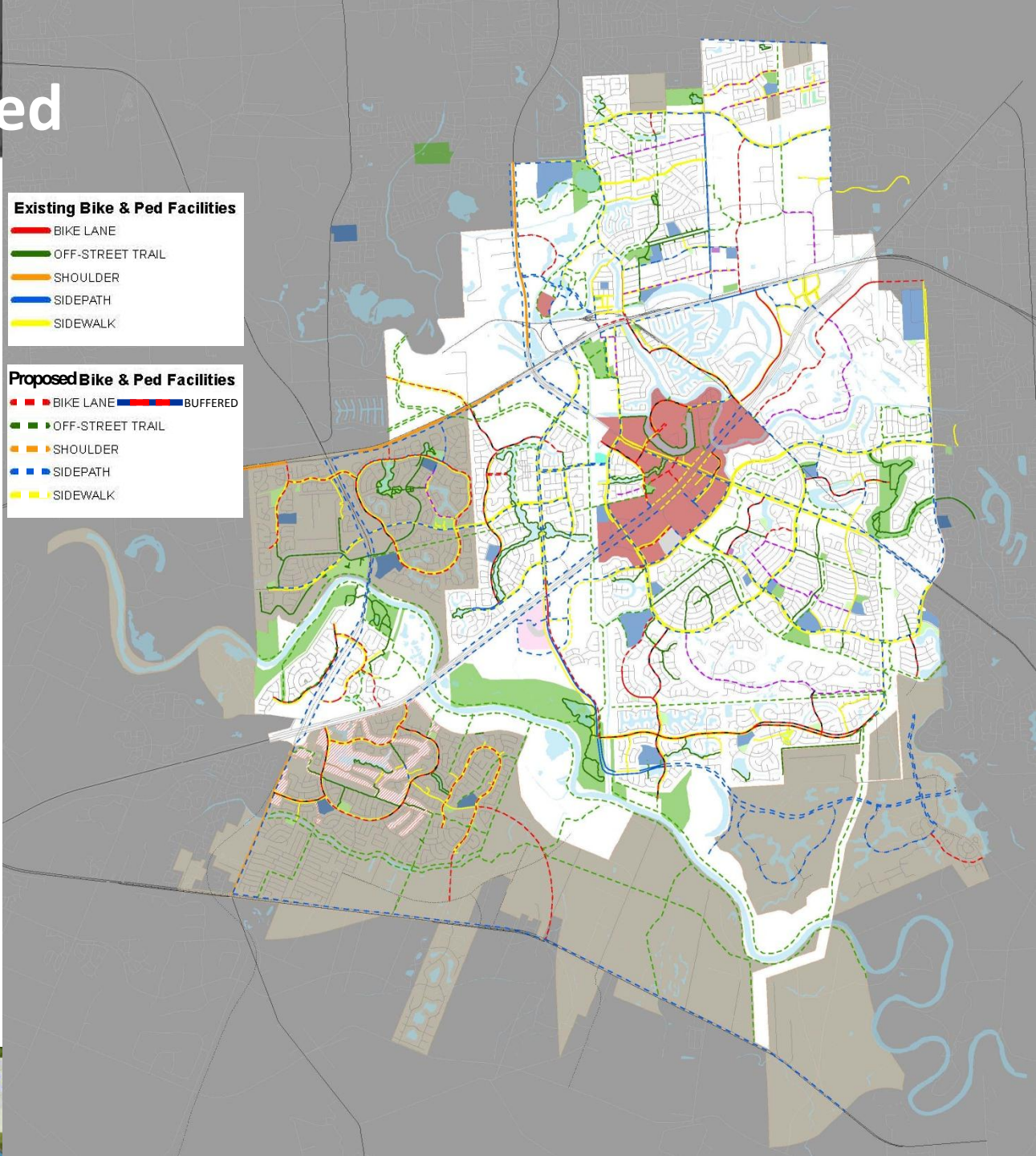
Proposed – All Facilities Combined

Existing Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK

Proposed Bike & Ped Facilities

- BIKE LANE
- OFF-STREET TRAIL
- SHOULDER
- SIDEPATH
- SIDEWALK
- BUFFERED



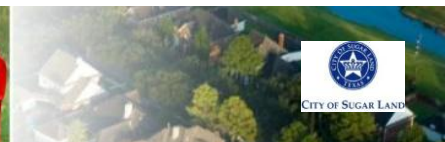




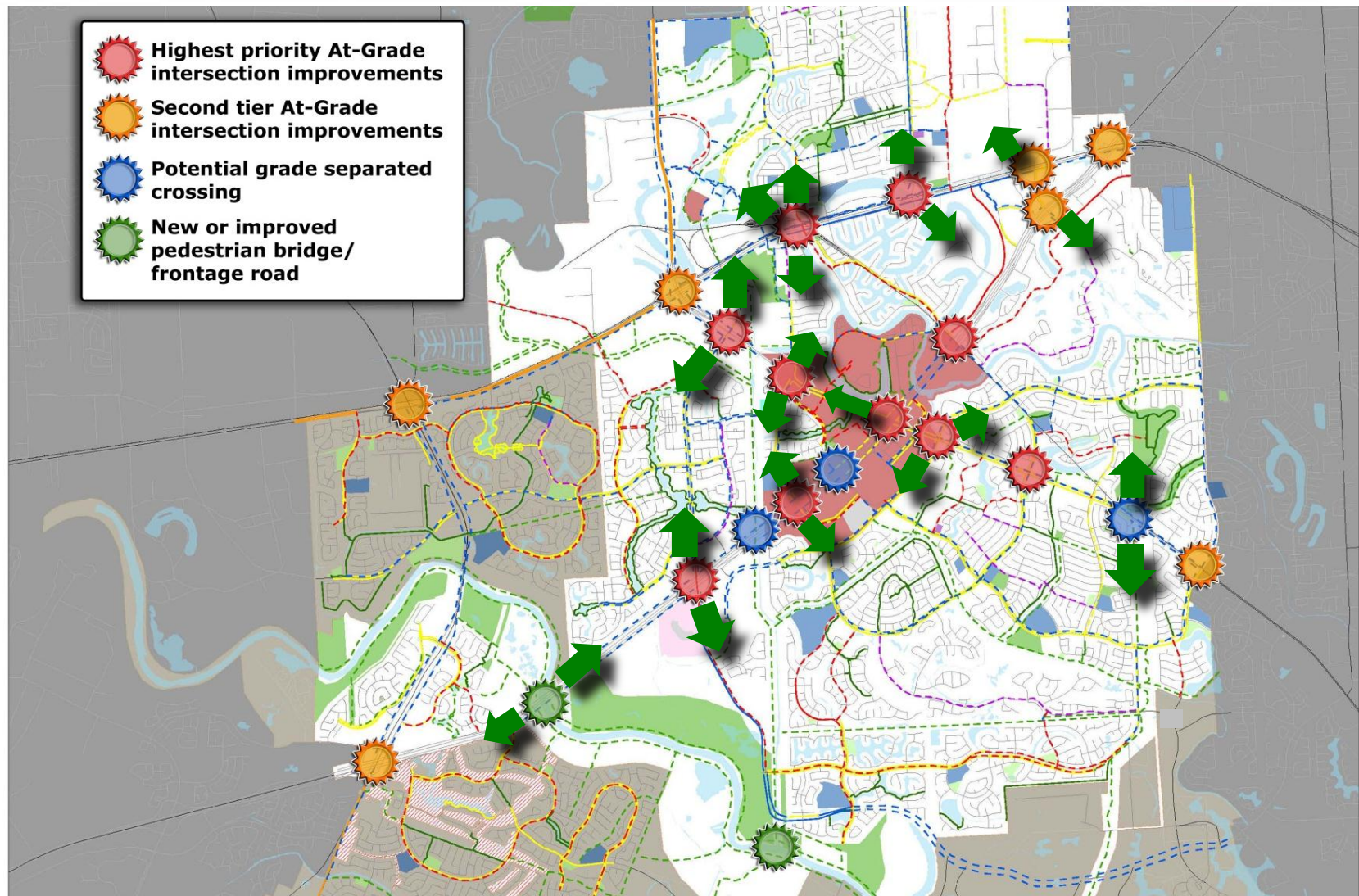
Barrier Discussion

Guidance from Task Force

- Confirm prioritization – which barriers to tackle first?
- Confirm Town Center bridge location and longer term status
- Confirm treatment for Ulrich/Brooks at grade crossing



Potential Barrier Recommendations and Priorities





Major Barriers – US 59

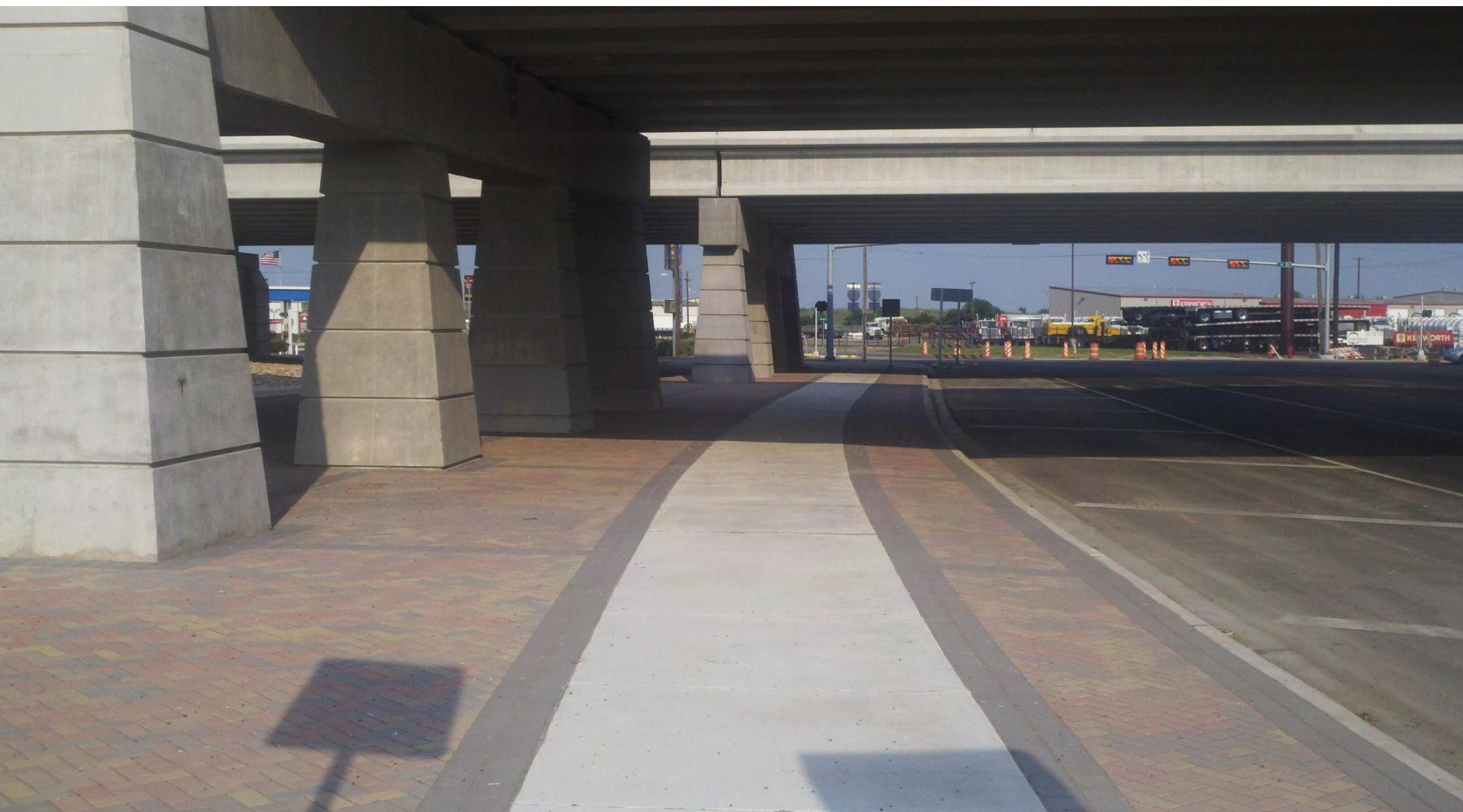




Potential Barrier Solutions

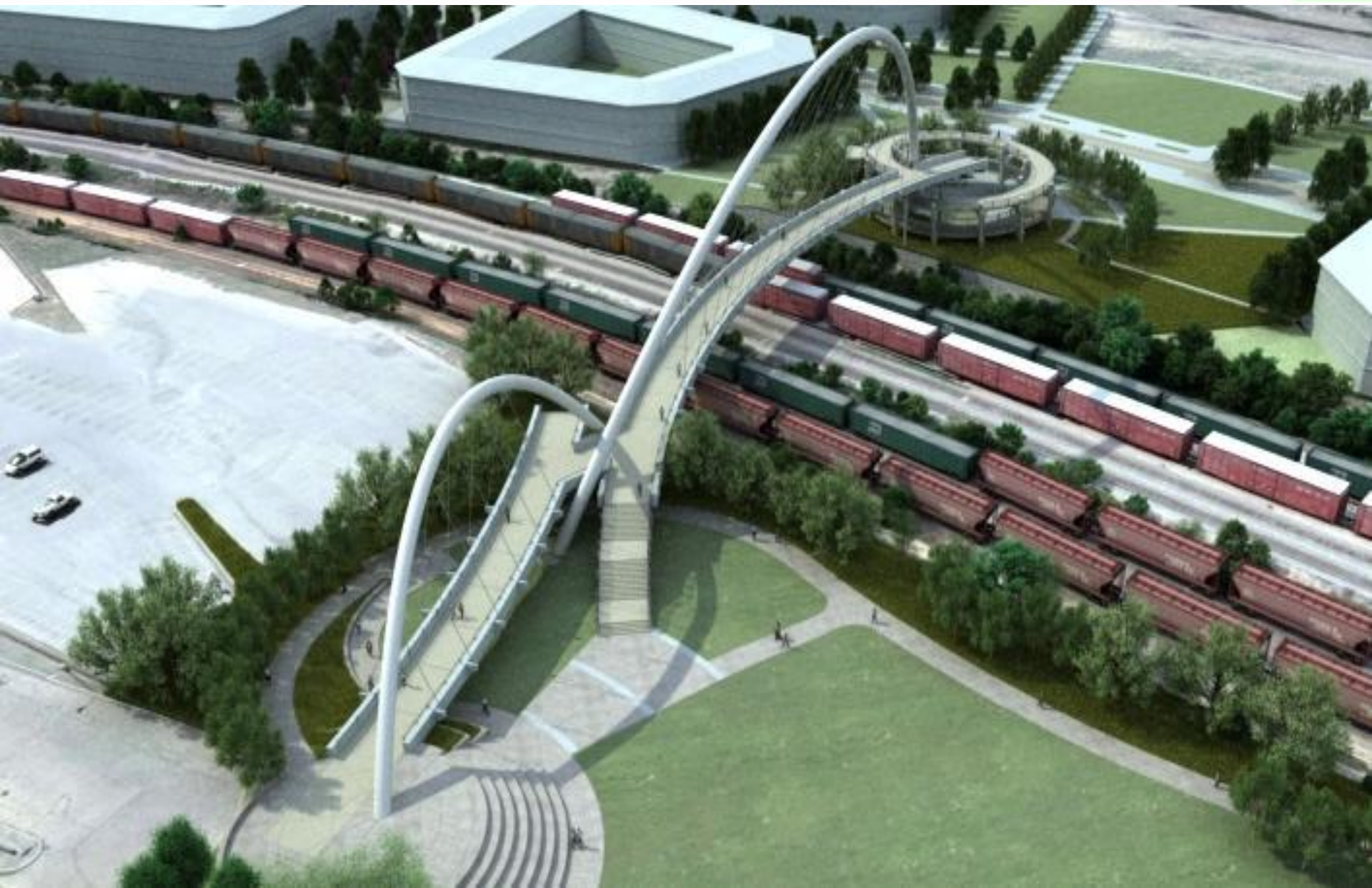


Enhanced pedestrian crossing under freeway

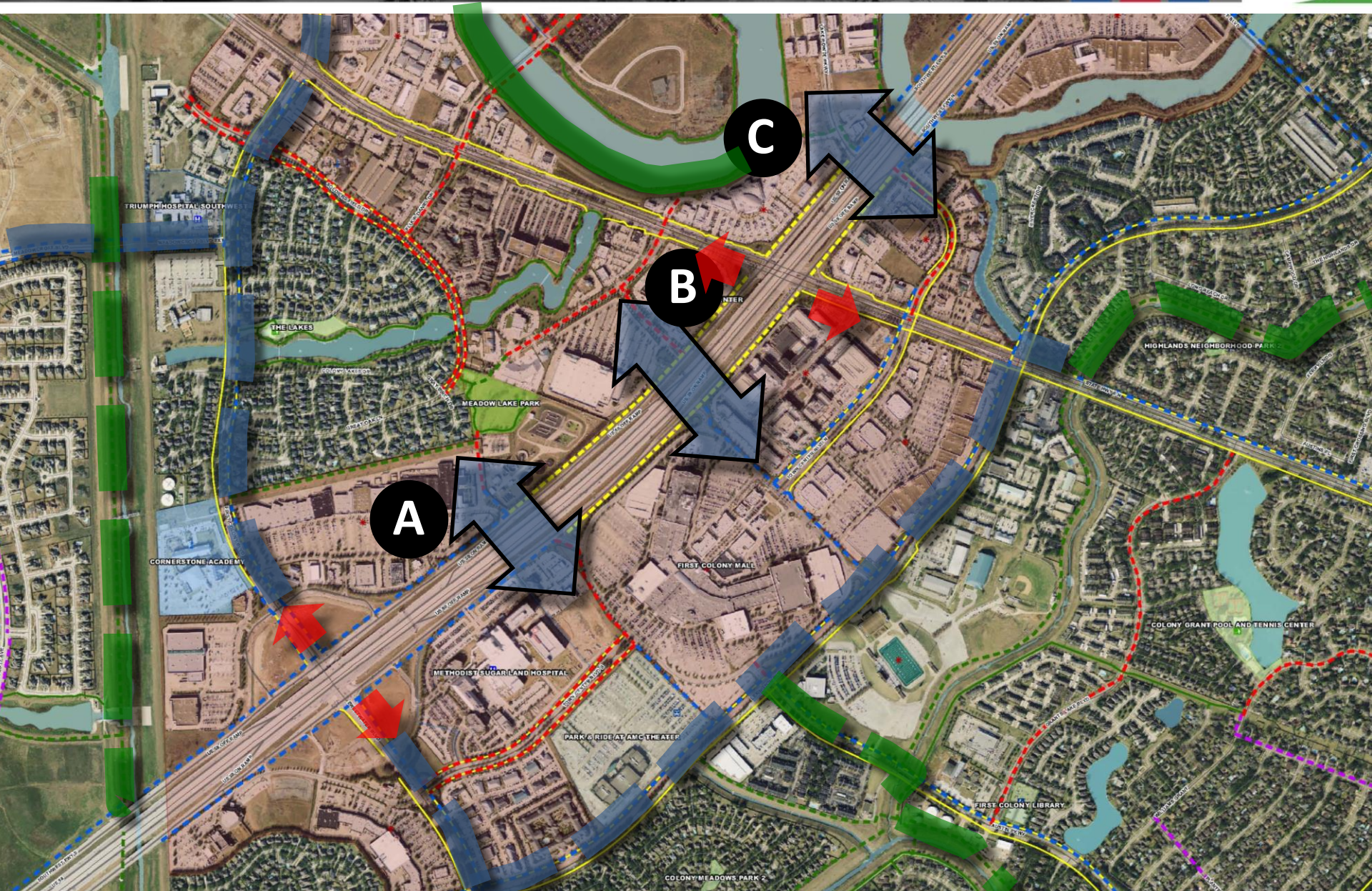




Potential Barrier Solutions

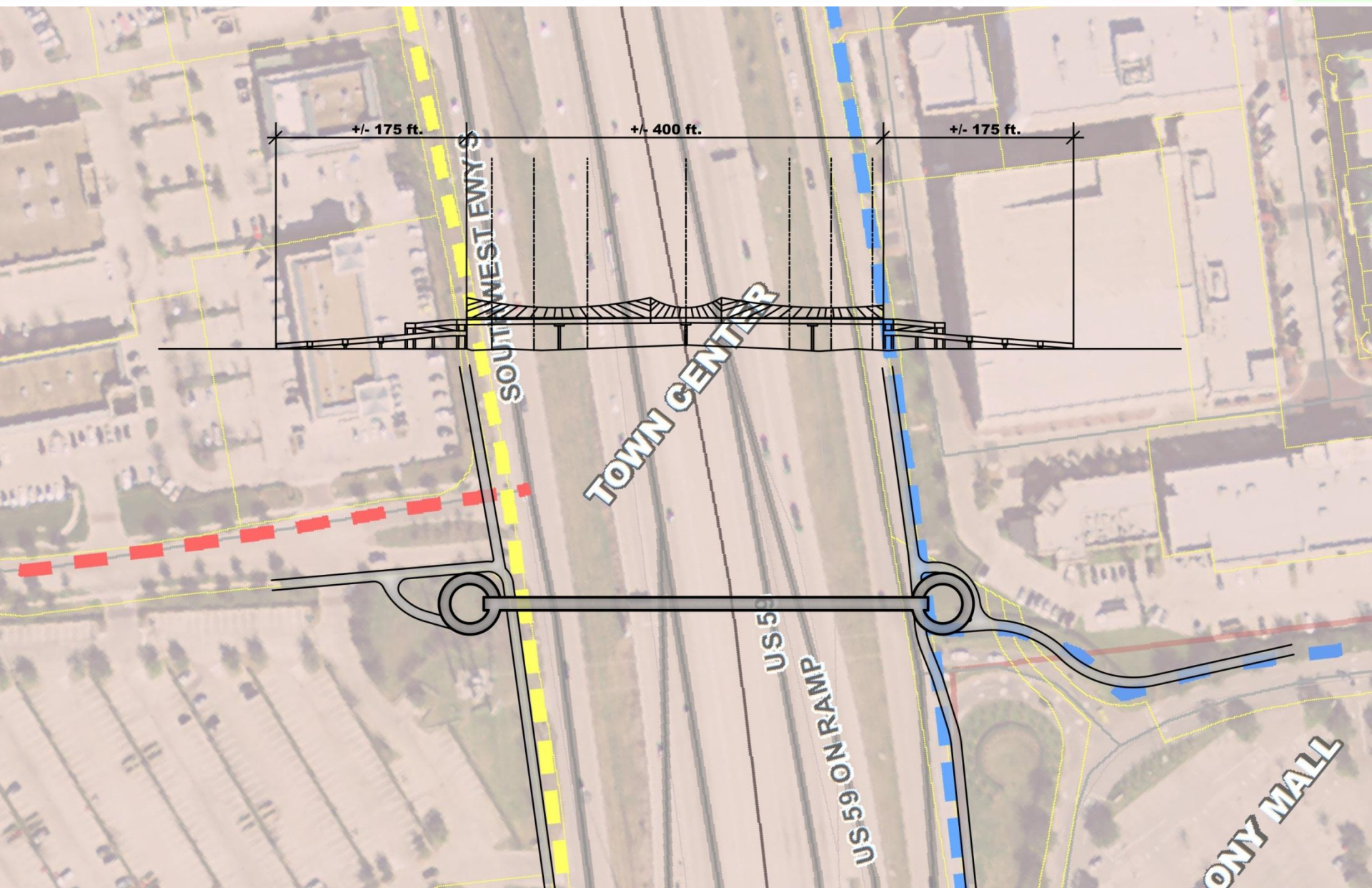


Grade Separated Crossing – US 59

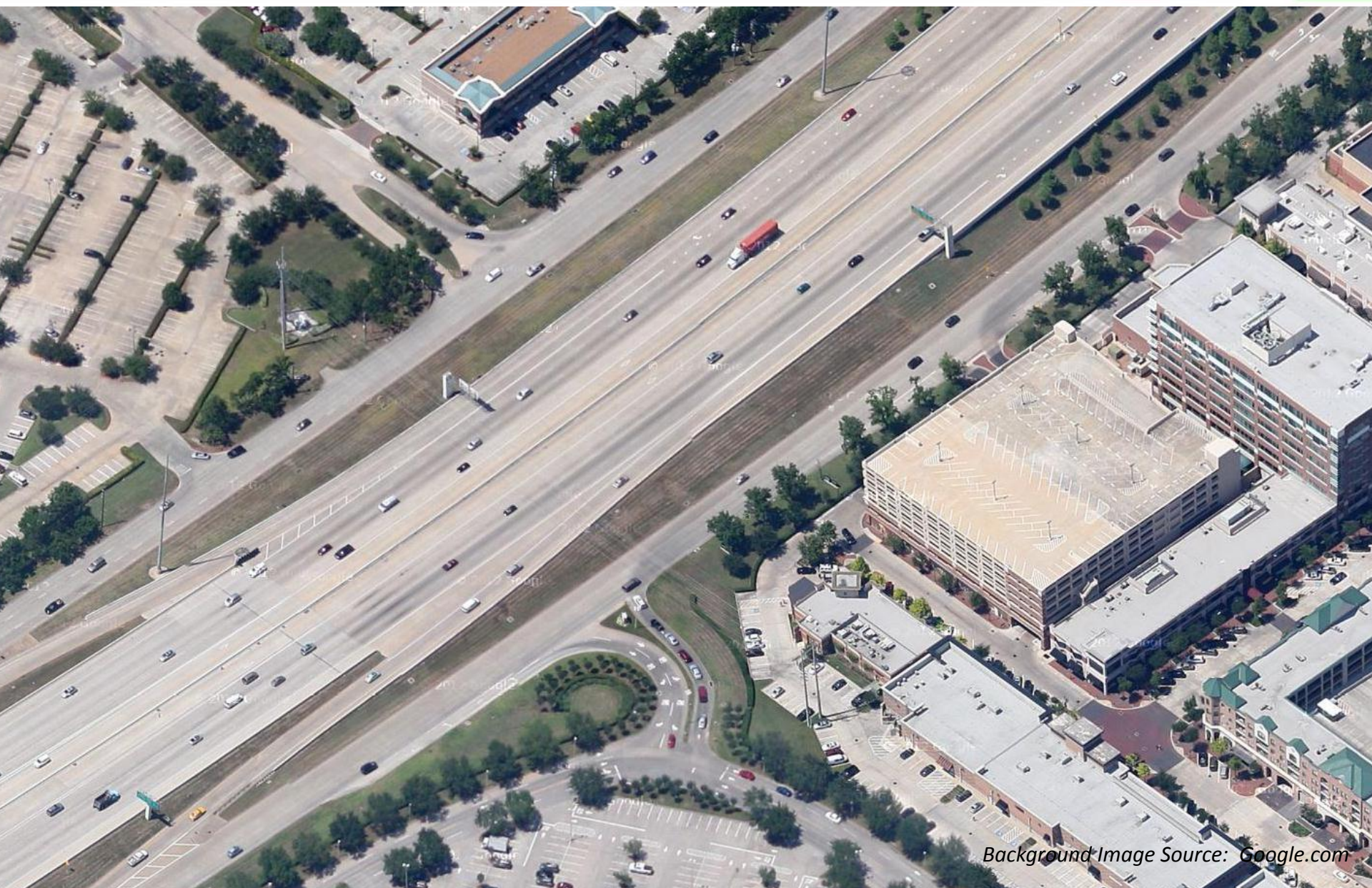




Grade Separated Crossing – US 59



Grade Separated Crossing – US 59

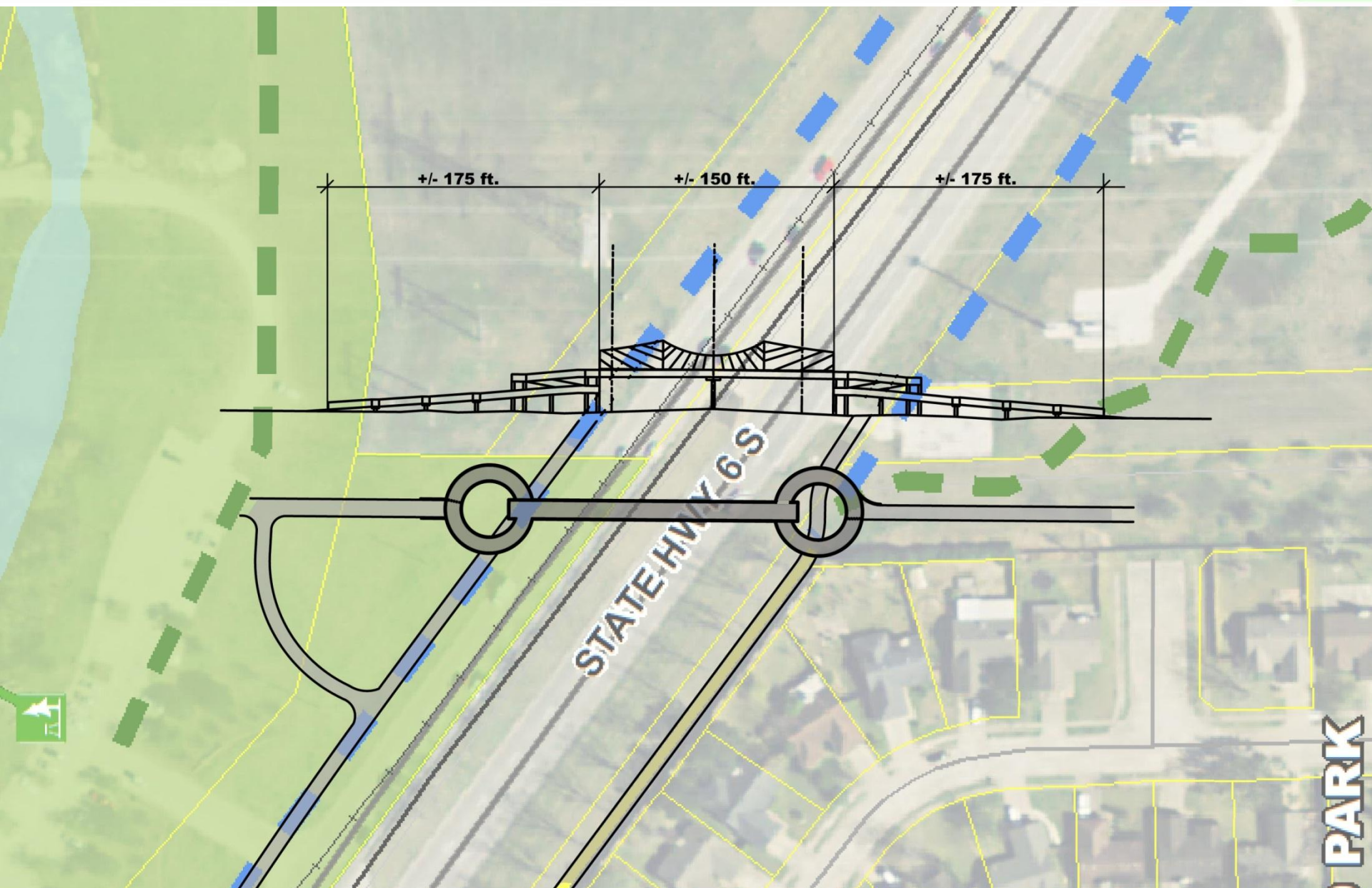


Background Image Source: Google.com

Location of Potential Crossing – Hwy 6



Grade Separated Crossing – Hwy 6



Major Sidepath Crossing – Hwy 90A at Ulrich



Bicycle Lane



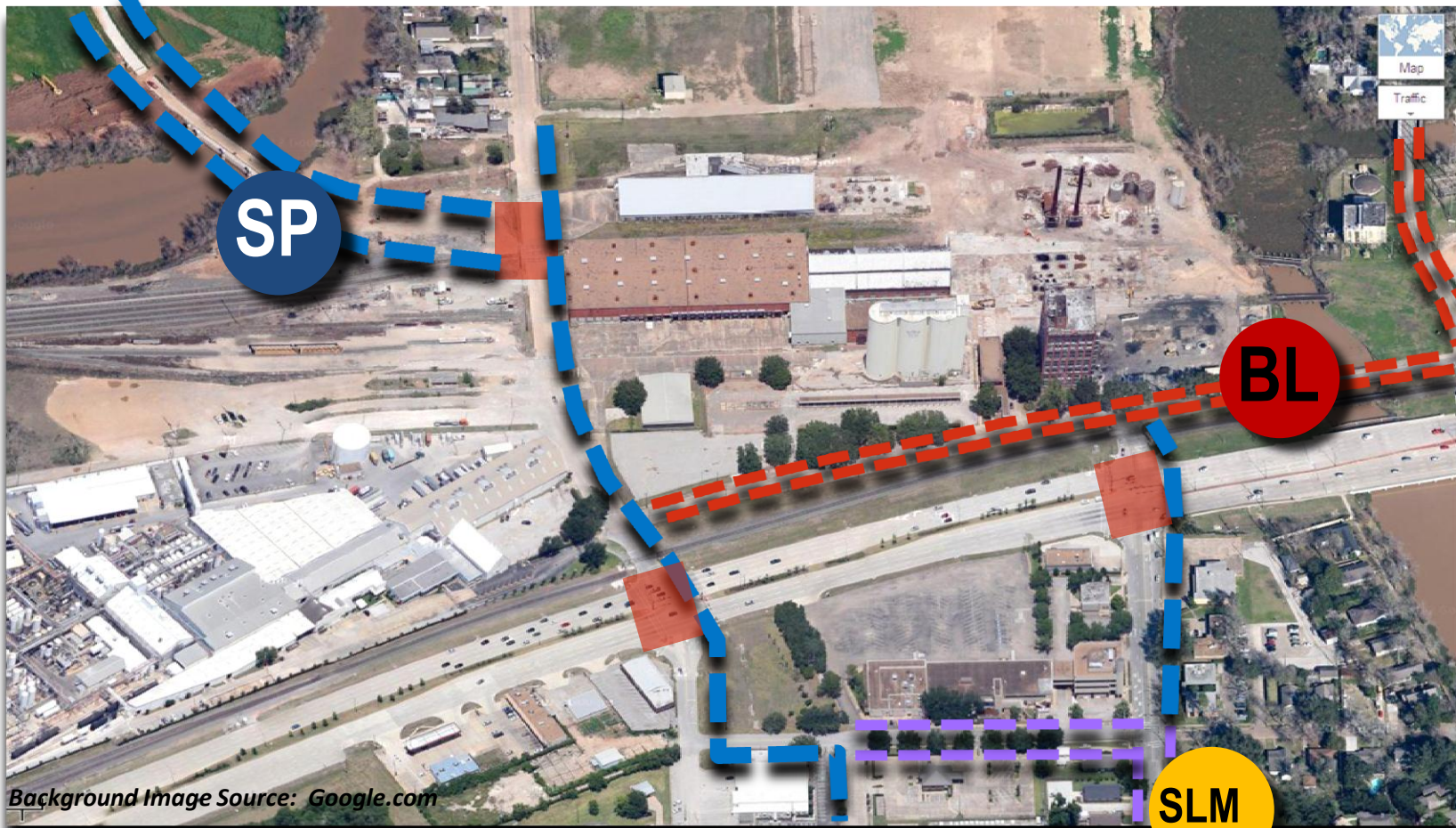
Sidepath



Shared Use Path (Trail)



Shared Lane Marking

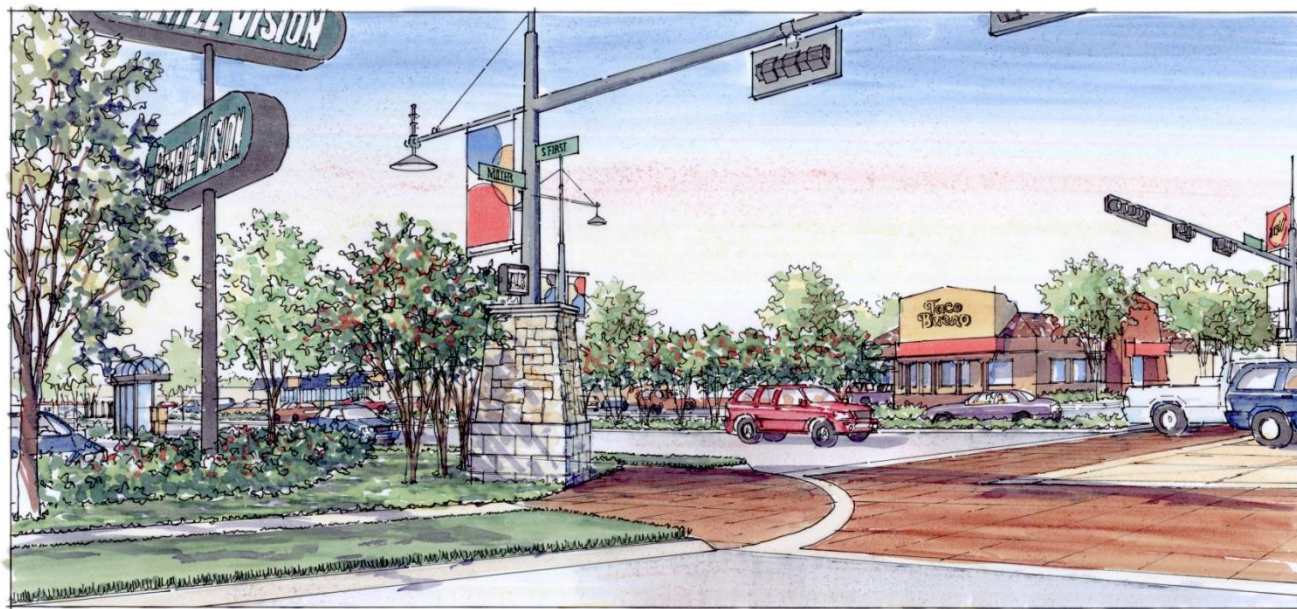


Background Image Source: Google.com

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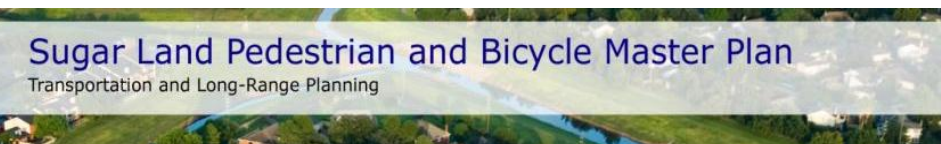


Ulrich Crossing Treatments





Potential Facility Costs





Cost Comparisons



Very low cost, implemented quickly, reversible in the future



Much higher cost, much longer (decades) to implement

Facility Costs

- Order of Magnitude Estimate (before detailed engineering)
- Reviewed with City staff
- Current year costs (escalation can be factored in once priorities are determined)
- Includes allowances for “soft” costs (design, surveying, administration)
- Includes contingency for unknowns

Facility Cost Ranges

Facility Type	Width	Cost <u>per mile</u>	Base Cost <u>per linear foot</u>	Cost with Additional Features
Off-Street				
Decomposed Granite Path	10'	\$690,000	\$45+/-	\$100+/-
Sidepath (adjacent to roadway)	10'	\$690,000	\$103+/-	\$131+/-
Neighborhood Concrete Shared Use Path	8'	\$633,000	\$109+/-	\$120+/-
Shared Use Path	10'	\$800,000	\$129+/-	\$152+/-
Natural Path	8'			
On-Street				
Bicycle Lanes	5 – 6'	\$50,000	\$9.50+/-	NA
Buffered Lanes (striped)	7 – 8'	\$60,000	\$11.50+/-	NA
Shared Lane Markings	NA	\$25,000	\$5.00+/-	NA

Prioritization Criteria

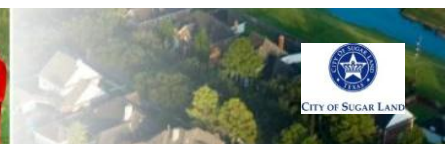
Guidance from Task Force

- Review and Comment

2007 Plan Prioritization Criteria

Builds upon the criteria established in the 2007 Plan:

- Public opinion of adjacent property owners
- Connectivity to destinations
- Proximity to single family residential
- Availability/ownership of corridor
- Scenic quality
- Current/potential usage
- Ease of construction





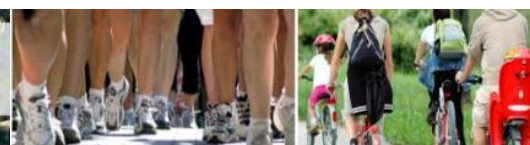
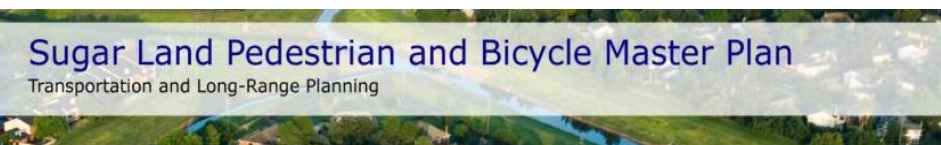
Recommended Prioritization Considerations

Feasibility

- Impact on vehicular capacity
- Cost (high, medium, low)
- Ease of implementation
- Already planned for improvements
- Property availability (publicly owned or not)
- Citizen attitudes or desires towards this facility

Benefit

- Provides connections
- Addresses urgent barrier concern
- Importance to citywide connectivity
- Percentage of population within ½ mile



Priorities for Review

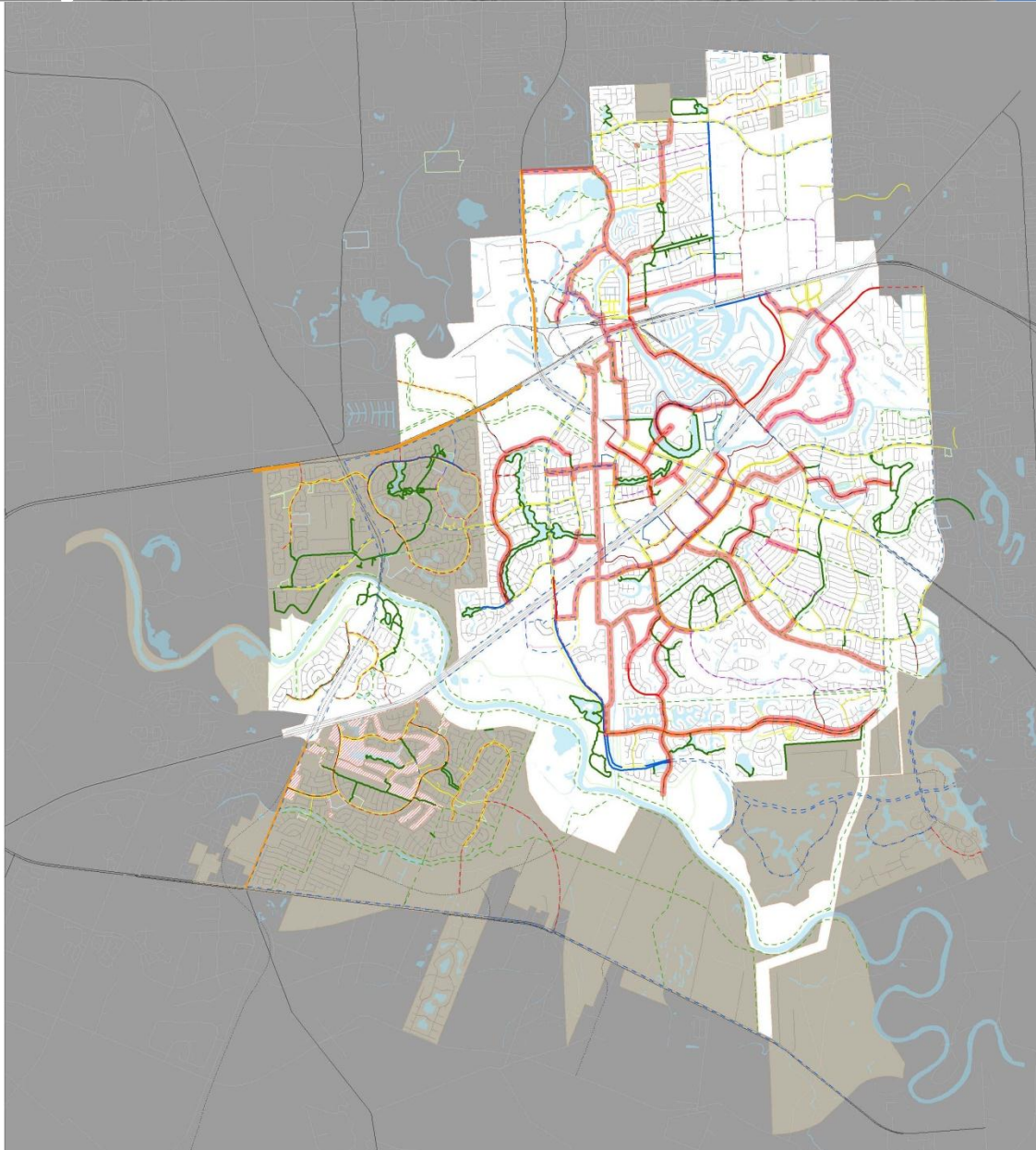
Guidance from Task Force

- Review and Comment

Recommended Priorities

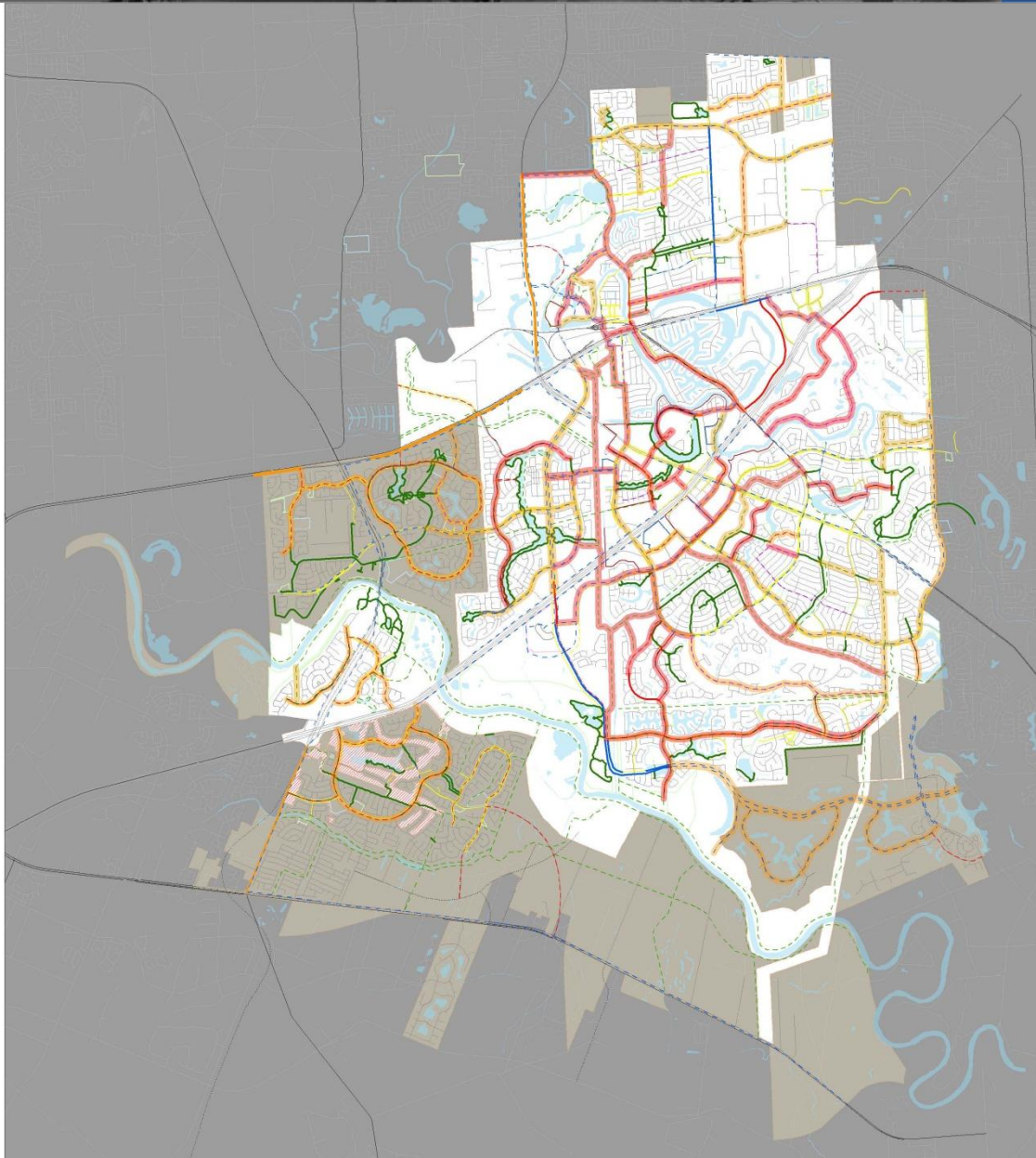
High Priority

44.6 miles of
pedestrian and
bicycle facilities



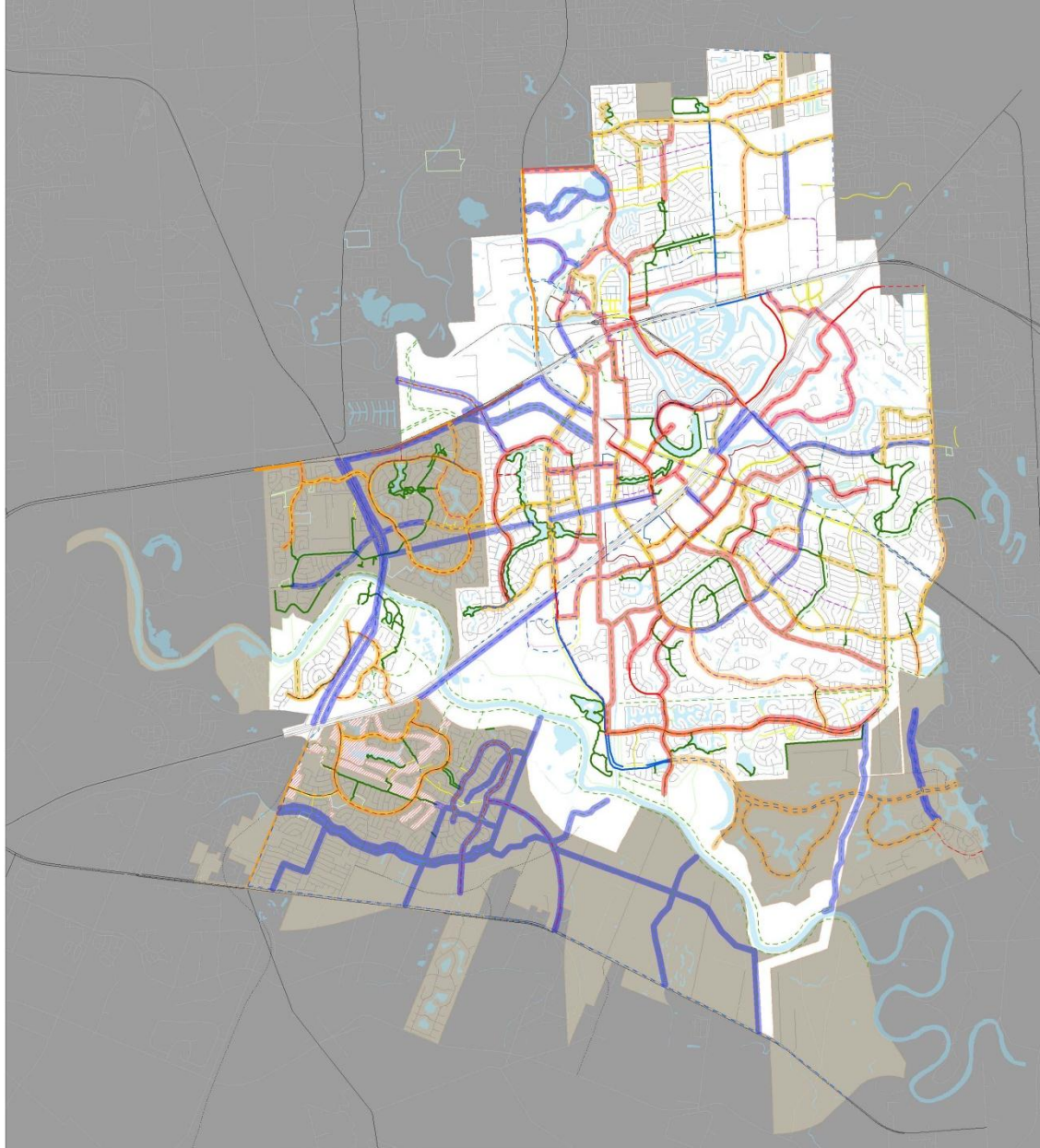
Recommended Priorities Medium Term

57.1 miles of
pedestrian and
bicycle facilities



Recommended Priorities Long Term

56.4 miles of
pedestrian and
bicycle facilities





HOA Trail Policy Direction

- Emphasis on partnership with HOA's
- On key HOA built trails that are part of a larger citywide network, City would consider taking over maintenance of the trail
- Signs and unified branding elements could be added to these trails to link them to the citywide network
- City would prefer to let maintenance of turf and landscape areas along these trails remain with the HOA or district that built it

Next Steps

- **Council Briefing – tentative - November 27th**
- **Draft document submitted and reviewed by Staff**
- **Final Public Input Meeting – tentative – Jan. 14th, 2013**
- **Task Force Review and Approve – Draft document**
- **Planning Commission and Council Review and Adoption**